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P O R T H E A L T H A U T H O R I T Y  
A N N U A L R E P O R T  
1969

PROFESSOR ANDREW B. SEMPLE, C.B.E., V.R.D., M.D., D.P.H.,  
MEDICAL OFFICER OF HEALTH,  
CITY AND PORT OF LIVERPOOL.



# PORT HEALTH AUTHORITY OF LIVERPOOL

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## REPORT FOR THE YEAR 1969

BY THE  
MEDICAL OFFICER OF HEALTH

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This is the 97th Annual Report upon the work of the Liverpool Port Health Authority.

The Permanent Constitution of the Liverpool Port Health Authority defines the limits of the Port for health purposes, as coincident with the limits laid down by H.M. Customs. The boundaries of the Port of Liverpool are laid down in "The Appointment of the Port of Liverpool Order, 1956".

### SECTION I STAFF

Dr. A. J. Graham died suddenly on the 2nd January. Dr. Graham was appointed as Assistant Port Medical Officer in August 1959, and as Principal Medical Officer (Port) on 1st October, 1964.

Dr. R. R. Hair was appointed as Principal Medical Officer (Port) on 1st May, 1969.

Dr. Cutcliffe and Dr. Howard, Principal Medical Officers, City of Liverpool, have acted as part-time boarding medical officers. The post of Assistant Port Medical Officer has not been filled and it was again necessary to employ locum tenens medical officers to maintain the rota of five doctors for night and weekend boarding duties, on the basis of three permanent and two locum tenens medical officers each five week period.

## SECTION II

TABLE B

AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR 1969

Ships from	Number	Tonnage	Number Inspected		Number of ships reported as having, or having had during the voyage, infectious disease on board
			By Medical Officers	By Port Health Inspectors	
Foreign Ports...	5,432	15,039,670	47	5,007	72
Coastwise ...	4,537	4,069,908	—	401	—
Total ...	9,969	19,109,578	47	5,408	72

(373 vessels were granted radio clearance by medical officers).

## SECTION III

TABLE C

CHARACTER OF SHIPPING AND TRADE DURING THE YEAR

PASSENGER TRAFFIC	
No. of passengers INWARDS	No. of passengers OUTWARDS
185,579	183,093

(These figures do not include traffic between Liverpool and Northern Ireland.)

CARGO TRAFFIC	
<b>Principal Imports</b> Flour, grain, etc., sugar, molasses, etc., wood, fruit and vegetables, cotton, ores and scraps, meat, feeding stuffs for animals, tea, butter, cheese, eggs, etc., cocoa, seeds or nuts for expressing oils, copper, coal, oils, fats, resins and gums, hemp, jute, sisal, etc., hides and skins, tobacco, rubber.	<b>Principal Exports</b> Iron and steel manufactures, chemicals and sodas, salt, machinery, pottery, glass and glassware, sugar, molasses, etc., flour, grain, etc., copper, brass, tin, etc., soap and oils, etc., ale, beer, wine, spirits, etc., cement, electrical goods, etc., paper cardboard, etc., vehicles, aircraft, motor cars, locomotives, etc., bricks, cutlery, hardware, etc., fine goods.

Ships arrive in Liverpool from ports all over the world.

## SECTION IV

### INLAND BARGE TRAFFIC

The number of barges plying in and about the Port of Liverpool is approximately 100 representing an estimated total of 12,000 tons.

#### CANAL BOATS (PUBLIC HEALTH ACT, 1936, PART X)

Number of boats inspected	...	...	...	...	30
Number of boats with contraventions			...	...	1
Number of contraventions	...	...	...	...	1
Number of contraventions corrected...			...	...	1

Very few of these vessels were found to be in use as dwellings.

## SECTION V

### WATER SUPPLY

There has been no change in the source of water supply for either the seaport or airport.

A constant check is kept by the port health inspectors on the cleanliness and condition of ships' drinking water and friendly co-operation is maintained with officials of the Board of Trade.

Periodic routine samples of water are taken from ships entering the port and samples are also taken on request, or where there is a suspicion of contamination.

During the year 157 samples of water were taken from 38 vessels and submitted for bacteriological examination: 30 samples were considered to be unsatisfactory, and steps were taken to ensure a clean water supply.

There are no water boats in use on the River Mersey but several tug boats are especially equipped to carry and possibly supply fresh water.

55 of the above samples were taken from tug boats and samples of fresh water were also checked from an aircraft (1), the Airport (2) and local ferryboats (2), all of which proved to be satisfactory.

## SECTION VI

### PUBLIC HEALTH (SHIPS) REGULATIONS, 1966.

The new method of medical clearance of vessels by radio, which was instituted in 1968, has been successfully applied during the year.

On the 1st April, 1969, a new International Code of Signals came into operation, and the flag signal for "I require Port Medical Officer" was changed from L.I.M. to Z.W.

## **SECTION VII**

### **SMALLPOX**

Smallpox consultants available are:—

Professor Andrew B. Semple, Health Department, Hatton Garden, Liverpool 3.

Dr. T. L. Hobday, 43 Ullet Road, Liverpool 17.

Professor A. W. Downie, "Cenna", College Close, Liverpool Road, Birkdale, Lancs.

Dr. A. B. Christie, Fazakerley Hospital, Longmoor Lane, Liverpool 9.

Facilities for laboratory diagnosis of smallpox are available in the Liverpool University Bacteriological Department.

### **VACCINATION**

Masters of all ships arriving from infected ports or ports in Africa, Asia and the Americas (excluding U.S.A. and Canada), were asked to submit a list of the dates of vaccination of all persons on board.

997 such vessels were visited and 909 lists of crew, passengers and dates of vaccination, were received on arrival.

When such lists were not available, where possible, Vaccination Certificates were checked on board, and arrangements made for vaccination or re-vaccination as necessary.

## **SECTION VIII**

### **VENEREAL DISEASE**

34 cases of venereal disease in 18 ships were reported during the year. Wherever possible cases were referred for clinic treatment.

Small cards showing the location of treatment centres and times of attendance were issued where appropriate.

## **SECTION IX**

### **CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES IN SHIPS**

No cases of Cholera, Plague, Smallpox, Typhus, Yellow Fever or Relapsing Fever occurred in the Port during 1969

**TABLE D**

The number of cases of infectious disease landed from vessels arriving at Liverpool and those occurring in Liverpool-bound ships which were disposed of before arrival, are shown in the following tables:

**CASES OF INFECTIOUS SICKNESS LANDED FROM VESSELS  
DURING 1969**

Diseases	No. of Cases during Year		No. of Vessels concerned
	Passengers	Crew	
<b>Quarantinable Diseases</b>			
Cholera ... ..	—	—	—
Plague ... ..	—	—	—
Smallpox ... ..	—	—	—
Typhus Fever ... ..	—	—	—
Yellow Fever ... ..	—	—	—
Relapsing Fever ... ..	—	—	—
<b>Other Infectious Diseases</b>			
Chickenpox ... ..	2	2	4
Gastro-enteritis ... ..	—	4	2
Infective Hepatitis ... ..	—	5	5
Influenza ... ..	—	104	24
Malaria ... ..	—	2	2
Measles ... ..	4	—	3
Pneumonia ... ..	2	2	3
Pyrexia ... ..	—	3	3
Salmonella Infection ... ..	—	1	1
Tuberculosis ... ..	—	6	6
Totals ... ..	8	129	53

CASES OF INFECTIOUS SICKNESS OCCURRING IN VESSELS DURING THE VOYAGE  
BUT DISPOSED OF PRIOR TO ARRIVAL. YEAR 1969

Diseases	No. of Cases during Year		No. of Vessels concerned
	Passengers	Crew	
<b>Quarantinable Diseases</b>			
Cholera ... ..	—	—	—
Plague ... ..	—	—	—
Smallpox ... ..	—	—	—
Typhus Fever ... ..	—	—	—
Yellow Fever ... ..	—	—	—
Relapsing Fever ... ..	—	—	—
<b>Other Infectious Diseases</b>			
Chickenpox ... ..	2	4	3
Dysentery ... ..	—	1	1
Infective Hepatitis ... ..	—	8	6
Influenza ... ..	—	4	1
Pneumonia ... ..	—	1	1
Tuberculosis ... ..	1	5	6
Typhoid Fever ... ..	—	1	1
Totals ... ..	3	24	19

CASES LANDED FROM COASTWISE VESSELS

Diseases	No. of Cases during Year		No. of Vessels concerned
	Passengers	Crew	
Nil	—	—	—

**SUSPECTED TYPHOID FEVER**

The m.v. *Bolivar* arrived from Puerto Ordaz on the 8th February. One case of suspected typhoid fever was examined by the port health doctor and



admitted to St. James' Hospital, Birkenhead on arrival. Samples of water were taken and specimens of faeces were obtained from the crew and submitted for bacteriological examination. Samples of food were also taken and held under refrigeration awaiting a report from the hospital concerning the patient. All tests proved negative and the patient was discharged on the 17th February.

No organisms of salmonella or dysentery groups were found in any of the specimens of faeces submitted for examination.

On the 12th April the s.s. *Empress of England* arrived from a cruise to Teneriffe, Madeira and Cadiz. The vessel was boarded on arrival by a Port Medical Officer who took samples of blood and specimens of faeces from two members of the crew who were contacts of a case of suspected typhoid fever who had previously served in the vessel. One of these men who left the ship was later found to be suffering from pulmonary tuberculosis and appropriate action was taken.

### **GASTRO-ENTERITIS**

On the 1st January the m.v. *Beaverash* arrived from Montreal. It was reported that during the voyage there had been on 20th November six cases of "vomiting". All patients responded to treatment and recovered. Samples of water which were taken and submitted for bacteriological examination proved to be satisfactory.

On the 16th January the s.s. *City of Karachi* arrived from Glasgow. Three cases of gastro-enteritis were reported on the 27th January. Specimens of faeces from the patients and catering staff and samples of drinking water were submitted for bacteriological examination and proved negative.

On the 19th August the m.v. *Birling* arrived from Amsterdam. Eight members of the crew were reported to be suffering from diarrhoea, three of whom had paid off on arrival and left the ship. The vessel was visited by a Port Medical Officer, and samples of water and food and specimens of faeces from the crew were taken and submitted for bacteriological examination. The vessel proceeded to Swansea on the 26th August. One of the samples of water was later found to be unsatisfactory. The Medical Officer of Swansea Port Health Authority was informed and suitable action taken.

On the 24th July eight dock workers complained of a rash on the abdomen and pelvis. A visit was made to the berth by a Port Medical Officer and it

was found that the men were employed handling a substance which the City Analyst found to be anhydrous calcium chloride. H.M. Inspector of Factories was informed. Gloves and protective clothing were provided. No further cases of sickness were reported.

### **DISINFECTION**

During the year 29 disinfections after infectious disease were carried out by officers of this Authority. Infected bed and bedding was removed by the City staff for steam disinfection.

### **SECTION X OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS**

Two cases of Malaria or suspected Malaria fever in two ships were notified. Both were admitted to hospital.

### **SECTION XI MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE**

No rodent plague was discovered either in ships or ashore. Two suspected rats were sent for bacteriological examination and proved to be negative.

### **SECTION XII MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS**

The Port is divided into districts and a port health inspector, a rat-searcher and a rat-catcher are allotted to each district. The rat-searcher looks for evidence of rats and detects rat harbourages and the rat-catcher deals with any infestation found, and in addition obtains samples of the rat population for bacteriological examination. Special precautions are taken in or near ships trading with plague-infected ports. Each rodent operative is given specific tasks daily to be carried out at set times, and the work is checked by a senior inspector.

### **RATGUARDS**

Foreign-going ships, whether arriving from abroad, or proceeding coast-wise are visited as soon as possible after arrival by a port health inspector, and advised to fit ratguards on all moorings.

## **1. Procedure for Inspection of Ships for Rats**

- (a) Enquiries and inspection by port health inspectors.
- (b) Routine searching by rat-searchers who search ships on arrival, and also make periodic revisits during the discharge of cargo. Coastal shipping and harbour craft are searched periodically.
- (c) When application is made for a deratting or deratting exemption certificate the ship, when empty, is searched throughout.
- (d) Immediate investigation is undertaken when reports of infestation are received from shipowners, agents, ship masters and officers, dock-workers or privately employed rat-catchers.

## **2. Arrangements for the bacteriological or pathological examination of rodents with special reference to rodent plague**

Any rats suspected of being plague infected, or any rats found dead without visible marks of violence are dipped in paraffin, labelled and taken immediately for bacteriological examination.

Foreign-going ships entering the port are visited by a port health inspector and a rodent operative as soon as possible after docking. Traps are set in all ships from plague-infected ports and also in other foreign-going ships where rat evidence is detected or reported.

## **3. Arrangements in the districts for deratting ships, the methods used, and if done by a commercial contract, the name of the contractor**

Agents or owners of ships found to be infested with rats are, in their own interests, advised to take appropriate action, even if the ship holds a valid international deratting or deratting exemption certificate, or rodent control certificate.

Many of the larger shipping companies employ rodent operatives under private contract, whilst others employ rodent exterminators as required.

### **Deratting in ships**

- (a) Routine trapping by port health rodent operatives.
- (b) Trapping and/or poisoning by rodent operatives, employed by ship-owners or agents.
- (c) Fumigation with hydro-cyanic acid gas or sulphur dioxide.

## Principal Contractors

The principal contractors carrying out rodent exterminations and fumigations in the port, approved by the Port Health Authority are:

- |                  |   |
|------------------|---|
| (a) Rat-catching | Rentokil Laboratories Limited.<br>Hivey Fumigation Company.<br>A. Sewell. |
| (b) Fumigations  | Rentokil Laboratories Limited.<br>Hivey Fumigation Company.               |

## Deratting on dock premises

- (a) Routine trapping and, or, poisoning by port health rodent operatives.
- (b) Routine trapping and poisoning by rodent operatives employed by the Mersey Docks and Harbour Board.
- (c) Trapping and poisoning by private contractors employed by shipping companies and warehouse owners.

#### 4. Rat Proofing

When temporary or permanent harbourage is discovered in ships, the master and the owners (or agents), are informed and advised how to eliminate it. Before a deratting or deratting exemption certificate is issued, an effort is made to ensure that a ship is made reasonably rat proof. Details of any rat harbourage present are entered on the certificate. Temporary harbourage consisting of accumulations of dunnage, wood, cargo mats and stores of all kinds, is very prevalent and receives constant attention.

**TABLE E**  
**RATS DESTROYED**  
**Rodents Destroyed During the Year 1969 in Ships from Foreign Ports**

	Category	Number
Black Rats ... .. .		109
Brown Rats ... .. .		—
Species not known ... .. .		—
Sent for examination		18
Infected with plague		—

**Rodents Destroyed During the Year 1969 in Docks, Quays,  
Wharves and Warehouses**

Category										Number
Black Rats	...	...	...	...	...	...	...	...	...	350
Brown Rats	...	...	...	...	...	...	...	...	...	419
Species not known	...	...	...	...	...	...	...	...	...	—
Sent for examination	...	...	...	...	...	...	...	...	...	127
Infected with plague	...	...	...	...	...	...	...	...	...	—

Number of mice destroyed in vessels	...	...	...	...	81
Number of mice destroyed on quays	...	...	...	...	551
Number of mice examined from vessels and quays	...	...	...	...	63

In addition to the above, 2,149 rats and 43 mice were caught and destroyed by the Dock Board rat-catchers and private agencies.

Number of Visits to Vessels by Rat-Catchers	...	...	...	3,697
Number of Visits to Vessels by Rat-Searchers	...	...	...	4,154
Number of Visits to Quays, Sheds, etc., by Inspectors	...	...	...	1,871
Number of Visits to Quays, Sheds, etc., by Rat-Catchers	...	...	...	13,443
Number of Visits to Quays, Sheds, etc., by Rat-Searchers	...	...	...	1,460

**TABLE F**

**DERATTING CERTIFICATES ISSUED**

**Deratting Certificates and Deratting Exemption Certificates Issued During  
the Year 1969**

Number of Deratting Certificates issued after Fumigation with			After Trapping, Poisoning, etc.	Total	No. of Deratting Exemption Certificates issued	Total Certificates issued
H.C.N.	Sulphur	H.C.N. and Sulphur				
6	3	—	—	9	537	546

During the year 22 Rodent Control Certificates were issued to coastwise vessels.

**SECTION XIII**

**INSPECTION OF SHIPS FOR NUISANCES**

The routine inspection of ships for nuisances shows a similar situation to that of the previous year except for the incidence of cockroach infestation which has declined. The provision of ships with a supply of insecticide, better arrangements for handling and storing food and the increasing use of metal alloys instead of wood in the fitting out of galleys are possibly the reasons for this.

A layout of accommodation, with a crew messroom and an officers' mess-room situated on either side of the galley, with only one and not separate pantries, is now to be found. This, and the use of laminated plastics throughout the accommodation in new tonnage, is raising the standard of hygiene.

Most nuisances were abated prior to the vessels departure from the port. This will become increasingly difficult to achieve, as the turn round of ships is speeded up, due to containerisation and the use of modern techniques in loading and discharging, unless standards of sanitation, maintenance and care continue to improve.

Port Health Inspectors visiting and inspecting ships in port are always willing to give advice or instruction on any matters concerning health, food hygiene, or the successful elimination of verminous conditions.

**TABLE G**  
INSPECTIONS AND NOTICES  
Year 1969

Nature and Number of Inspections					Notices Served		Result of Serving Notices
					Statutory	Other Notices	
<b>Nature of Inspection</b>							Nuisances Remedied
Dirty Crew Quarters ...	...	...	—	none	44	44	"
Verminous Quarters ...	...	...	—	"	440	423	"
Dirty Washhouses or W.C.'s ...	...	...	—	"	14	14	"
Foul Water Tanks ...	...	...	—	"	—	—	"
Foul Bilges ...	...	...	—	"	—	—	"
Foul or Choked W.C.'s ...	...	...	—	"	8	8	"
Accumulations of offensive refuse ...	...	...	—	"	11	11	"
Dirty Pantries and Galleys ...	...	...	—	"	44	39	"
Dirty Storerooms ...	...	...	—	"	22	22	"
Leaky Deckheads ...	...	...	—	"	—	—	"
Defective Heating System ...	...	...	—	"	2	1	"
Defective Bulkheads ...	...	...	—	"	4	—	"
Defective Portlights, Skylights, etc. ...	...	...	—	"	1	1	"
Defective or Inadequate Ventilation ...	...	...	—	"	—	—	"
Defective Deck Covering ...	...	...	—	"	7	—	"
Gear Stowed in Crew's Quarters ...	...	...	—	"	—	—	"
Damp Quarters ...	...	...	—	"	—	—	"
Rat Harbourage ...	...	...	—	"	4	4	"
Defective W.C. Fittings ...	...	...	—	"	1	1	"
Defective Soil Pipes ...	...	...	—	"	—	—	"
Defective Waste Pipes or Scuppers ...	...	...	—	"	6	2	"
Defective Washing Facilities ...	...	...	—	"	1	—	"
Inadequate Lighting ...	...	...	—	"	—	—	"
Smoke Nuisances ...	...	...	—	"	48	48	"
W.C.'s discharging on Quay ...	...	...	—	"	53	53	"
Miscellaneous ...	...	...	—	"	20	18	"
Number of Inspections ...					5,408		
Total ...					5,408	730	689



NATIONALITY OF SHIPS VISITED  
YEAR 1969

Nationality								Visits	Re-visits	Total
British	...	...	...	...	...	...	...	2,671	95	2,766
German(West)	...	...	...	...	...	...	...	516	9	525
Dutch	...	...	...	...	...	...	...	504	3	507
Norwegian	...	...	...	...	...	...	...	282	4	286
Danish	...	...	...	...	...	...	...	222	5	227
Russian	...	...	...	...	...	...	...	141	3	144
Greek	...	...	...	...	...	...	...	130	13	143
Spanish	...	...	...	...	...	...	...	123	4	127
Liberian	...	...	...	...	...	...	...	119	12	131
Swedish	...	...	...	...	...	...	...	59	—	59
Irish Republic	...	...	...	...	...	...	...	57	1	58
Indian	...	...	...	...	...	...	...	43	12	55
Yugoslav	...	...	...	...	...	...	...	36	—	36
Nigerian	...	...	...	...	...	...	...	31	2	33
Polish	...	...	...	...	...	...	...	31	—	31
United Arab Republic	...	...	...	...	...	...	...	30	14	44
American	...	...	...	...	...	...	...	30	2	32
Japanese	...	...	...	...	...	...	...	29	2	31
French	...	...	...	...	...	...	...	28	1	29
Panamanian	...	...	...	...	...	...	...	24	2	26
Finnish	...	...	...	...	...	...	...	24	1	25
South African	...	...	...	...	...	...	...	23	—	23
Cyprian	...	...	...	...	...	...	...	21	3	24
Bulgarian	...	...	...	...	...	...	...	20	1	21
Sudanese	...	...	...	...	...	...	...	20	1	21
Argentine	...	...	...	...	...	...	...	19	3	22
Pakistani	...	...	...	...	...	...	...	18	1	19
Kuwaiti	...	...	...	...	...	...	...	16	1	17
Rumanian	...	...	...	...	...	...	...	15	1	16
Italian	...	...	...	...	...	...	...	15	—	15
Brazilian	...	...	...	...	...	...	...	14	1	15
Portuguese	...	...	...	...	...	...	...	14	—	14
Turkish	...	...	...	...	...	...	...	12	—	12
Ghanaian	...	...	...	...	...	...	...	8	—	8
Israeli	...	...	...	...	...	...	...	8	—	8
Belgian	...	...	...	...	...	...	...	7	—	7
Chilean	...	...	...	...	...	...	...	7	—	7
Hungarian	...	...	...	...	...	...	...	7	—	7
Lebanese	...	...	...	...	...	...	...	5	2	7
Iranian	...	...	...	...	...	...	...	4	—	4
Chinese	...	...	...	...	...	...	...	3	—	3
Icelandic	...	...	...	...	...	...	...	3	—	3
Iraqi	...	...	...	...	...	...	...	3	—	3
Maltese	...	...	...	...	...	...	...	2	1	3
Swiss	...	...	...	...	...	...	...	2	1	3
Malagasy	...	...	...	...	...	...	...	2	—	2
Peruvian	...	...	...	...	...	...	...	2	—	2
Somali	...	...	...	...	...	...	...	2	—	2
Zambian	...	...	...	...	...	...	...	2	—	2
East German	...	...	...	...	...	...	...	1	—	1
Ethiopian	...	...	...	...	...	...	...	1	—	1
Honduran	...	...	...	...	...	...	...	1	—	1
Philippine	...	...	...	...	...	...	...	1	—	1
Totals	...	...	...	...	...	...	...	5,408	201	5,609

### INSPECTION OF DOCK PREMISES

Rebuilding and modernisation of premises in the dock area is still continuing together with new amenities for dock workers in addition to those mentioned in previous reports.

Work on the new dock system at Seaforth continues, and a new dock shed at North Vittoria dock with offices, canteen, tea-room, locker block and sanitary and washing facilities has been constructed.

Locker blocks have also been installed at South East Bidston, West Toxteth, North Wellington and West Langton Docks.

Just over 1,000 lockers have been installed and when the locker blocks are completed they should have space for 2,000 lockers.

The berth at North East Hornby Dock has been converted to an open quay and is now being used as a container berth.

Routine inspection of dock premises was maintained during the year and the following defects and nuisances were dealt with:—

Description of Premises	Defective or Inadequate					Structural Defects	Rat Harbourage	Rat Infestation	Accumulated Refuse	Noxious Effluvia	Dirty Conditions	Verminous Conditions	Damp Conditions	Water Supply	Miscellaneous	Total
	Lighting	Heating	Ventilation	W.C. Accommodation	Drainage											
Dock Sheds ...	—	—	—	—	—	—	6	46	17	—	13	—	—	—	—	82
Quays ...	—	—	—	—	2	—	4	12	37	1	—	—	—	—	—	56
Roadways ...	—	—	—	—	6	—	2	—	100	1	1	—	—	—	—	110
Canteens ...	—	—	10	4	19	14	4	7	4	1	30	2	1	8	91	195
Factories ...	—	—	—	—	—	1	1	—	1	—	1	—	—	—	—	4
Warehouses...	—	—	—	—	2	—	—	2	—	—	—	—	—	—	—	4
San. Con- veniences and Wash- places ...	—	—	—	8	—	—	—	1	—	—	29	—	—	4	—	42
Airport ...	—	—	—	—	—	1	3	4	1	1	1	—	—	—	—	11
Offices ...	—	—	—	—	1	1	—	—	—	—	1	—	—	—	—	3
Total ...	—	—	10	12	30	17	20	72	160	4	76	2	1	12	91	507

### DOCK CANTEENS

During the year 1,269 separate inspections of dock canteens and tea-rooms were made and 195 defects were noted, of which 184 have been corrected to date.



New canteens have been opened at South East Hornby (250 seats), West Brocklebank (150 seats), East Huskisson (250 seats), South East Princes (60 seats), West Coburg (250 seats), East Toxteth (450 seats), and West Vittoria (250 seats).

Eight old canteens which had become obsolete were closed.

Good co-operation with officials of the Mersey Docks & Harbour Board has been maintained at all times concerning dock amenities, including the provision of canteens, tea-rooms, locker rooms, washing facilities and toilets. Periodic joint inspections have been made of tea-rooms and vending machines by port health inspectors and caterers.

### OFFICES, SHOPS AND RAILWAY PREMISES ACT 1963

The canteens on the dock estate were also inspected with regard to the above Act and a statistical return of infringements is appended.

Every canteen on the dock estate has had an initial inspection and all have been registered. Apart from a few structural faults found, the main infringements were failure to provide an adequate first aid kit, a thermometer and an abstract of the Act. In the main these infringements have been remedied but slow progress is being made in remedying the structural faults.

Fortunately new canteens are gradually replacing the old ones.

#### STATISTICAL RETURN

General Inspections—Catering Establishments	...	32
Additional visits	... ..	1,149
General Inspections—Staff Canteens...	...	5
Additional visits	... ..	120

#### Infringements Relating to:—

Cleanliness (Sec. 4)	... ..	21
Temperature (Sec. 6)	... ..	4
Provision of Thermometers (Sec. 6)	... ..	32
Ventilation (Sec. 7)	... ..	6
Lighting (Sec. 8)	... ..	3
Maintenance of Sanitary Conveniences (Sec. 9)	...	12
Insufficient W.C.s (Sec. 9)	... ..	2
Washing Facilities (Sec. 10)	... ..	6
Accommodation for clothing (Sec. 12)	... ..	1
Floors, passages and stairs (Sec. 16)	... ..	11
Fencing of exposed machinery (Sec. 17)	... ..	16
Provision of First Aid boxes (Sec. 24)	... ..	20
Posting of Abstracts of the Act (Sec. 50)	... ..	37
Total number of infringements	... ..	171

## **THE FOOD HYGIENE (DOCKS, CARRIERS, ETC.), REGULATIONS, 1960**

During the year 117 ships arrived in the port carrying consignments of food liable to contamination.

In each case the berth was inspected by a port health inspector prior to discharge and in no less than 83 instances the berth required cleaning and/or the moving of other commodities, before the berth was considered suitable for handling this type of food.

In four instances the proposed berths were found to be unsuitable.

Suitable washing facilities with liquid soap, hot water and paper towels are provided, and employers provide protective clothing for all dock and transport workers handling meat.

There is a modern conveyor belt system at No. 2 Alexandra Dock and a mechanical conveyor system at South West Huskisson 3 Dock. At each berth the berth holders have provided a modern inspection room for the use of port health inspectors examining meat carcasses or other produce.

## **SECTION XIV**

### **PUBLIC HEALTH (SHELLFISH) REGULATIONS 1934-48**

Warning notices that " Shellfish taken from the area of the Port of Liverpool are likely to be polluted and could cause serious illness to those consuming them ", and " that it is an offence for any shellfish to be collected from this area and to be sold for human consumption, unless the shellfish have been subjected to a process of sterilisation approved by the Port Health Authority ", are erected at suitable sites on the Lancashire and Cheshire approaches to the shore on each side of the River Mersey. During the year these notices were replaced or renewed where necessary.

On 30th April, the premises of Messrs. T. Kershaw (Seafoods) Ltd. of Maghull where cleansing of shellfish is carried out, were visited, together with a public health inspector of the district concerned. The premises were inspected and approved.

No cases of food poisoning or other sickness resulting from the consumption of shellfish were reported.

No prosecutions were instituted.

## RADIOACTIVE MATERIALS

All vessels loading or discharging radioactive materials were visited by a port health inspector.

Information is received from the Mersey Docks and Harbour Board concerning ships entering or leaving the port with this type of cargo, giving particulars including the amount to be loaded or discharged, transport group, radiation category, transport index, and type of packaging.

During the year 127 ships were visited and of these 92 were loading and 35 discharging radioactive cargo. Excellent co-operation was received from the Radiation Monitoring Service at all times.

On the 16th April, during the discharge of 516 drums of uranium ore concentrates from the m.v. *Nova Scotia* lying at Alexandra I Dock, a slight spillage from one drum, due to a faulty fastening to the lid, took place on board the ship. The consignment had been loaded at Halifax and was stowed in No. 2 Tweeneck space. The incident was reported by the Mersey Docks & Harbour Board and the Stevedoring Company was informed. The Police and Fire Brigade both attended the ship. The spillage was collected and returned to the drum by the Fire Brigade and the cargo space decontaminated after discharge. Monitoring was carried out and showed no dangerous residue. The defective drum was stored in the dock avenue and covered with plastic sheeting. A cargo board, contaminated with a small quantity of ore, was also covered with plastic sheeting. Officials from the U.K.A.E.C. Salwick carried out decontamination and collected some small windblown residues and removed the whole consignment to Salwick, Preston, together with the damaged drum and contaminated cargo board.

On the 9th May it was reported that the s.s. *American Lark* had discharged a container in which 15 drums of Thorium Oxide were stored and which was awaiting removal in a storage park. The container was opened and monitored by an official of the Radiation Monitoring Service and it was found that there was no radiological hazard involved and the drums were intact.

On the 1st December during the discharge of 450 drums of uranium ore concentrates, from the s.s. *Roonagh Head* lying in Gladstone I Dock, the head of one of the drums burst and some of the contents were spilt in No. 1 Hold, and also a small amount on the quay. Officials of the U.K.A.E.C. were informed and a decontamination and salvage team recapped and sealed the

damaged drum. All spillage was collected and put in a polythene bag and removed. Decontamination of hold, quay and several pieces of dunnage wood was carried out and negative readings were recorded in all places monitored.

### **OIL POLLUTION OF BEACHES**

Mr. J. G. McCoy, Chief Port Health Inspector, represented the Port Health Authority at a number of meetings held during the year of the Scientific Study Group of the Oil Pollution Working Party, Mersey Estuary.

The Scientific Study group was set up to assess the various possible sources and risks of oil pollution; to survey the area and to identify any special features, their implications and effects upon the selection of methods of dealing with oil.

The Mersey Docks and Harbour Board acted as convenor of the group.

### **SMOKE CONTROL**

#### **Clean Air Act 1956. The Dark Smoke (Permitted Periods) (Vessels) Regulations 1958**

Careful attention was paid to smoke nuisances and when necessary special observations were made. The attention of the Master and/or Chief Engineer of 48 vessels had to be drawn to the above Regulations. In every case the nuisance was abated and no proceedings were instituted.

### **SECTION XV**

#### **MEDICAL INSPECTION OF ALIENS AND COMMONWEALTH IMMIGRANTS**

Medical Officers holding Warrants of Appointment as medical inspectors of Aliens and Commonwealth Immigrants are:—

Professor Andrew B. Semple  
Dr. J. B. Meredith Davies  
Dr. R. R. Hair  
Dr. R. S. E. Cutcliffe  
Dr. J. K. Howard

No other staff are regularly engaged on this work, though the medical officers may be assisted by health visitors from the City Staff when necessary.

Normally, immigration officers refer to the medical officers any passengers who they have reason to believe may require examination under the Aliens Order or the Commonwealth Immigrants Act; a medical officer is therefore always present during the disembarkation of passengers.

**Details of Aliens and Commonwealth Immigrants during 1969:**

Total number of vessels carrying alien and commonwealth immigrant passengers	...	...	...	...	...	...	...	3,418
Number of vessels dealt with by the Medical Inspectors	...	...	...	...	...	...	...	29
Number of aircraft dealt with by the Medical Inspectors	...	...	...	...	...	...	...	—

**Aliens**

Total number of aliens landed in the port	...	...	...	...	...	...	...	4,949
Number subjected to detailed examination by Medical Inspectors	...	...	...	...	...	...	...	21
Certificates issued by Medical Inspectors	...	...	...	...	...	...	...	4

**Commonwealth Immigrants**

Total number of Commonwealth Immigrants landed in the port	...	...	...	...	...	...	...	3,908
Number medically examined	...	...	...	...	...	...	...	218
Certificates issued by Medical Inspectors	...	...	...	...	...	...	...	2

Medical inspection of alien and Commonwealth immigrant passengers is normally conducted either in the ship itself, or, in relation to aircraft, in the examination room at Liverpool Airport.

**PUBLIC HEALTH INSPECTORS ASSOCIATION—ANNUAL CONFERENCE**

This was attended by Mr. J. G. McCoy, Chief Port Health Inspector. Papers on technical subjects were read and Mr. McCoy took part in discussions on Clean Food, the Imported Food Regulations including the difficulties of communication when dealing with undertakings concerning the contents of containers in transit, and food supplies in ships.

**SPECIAL VISITORS**

During the year several visits were paid by overseas health officials. They were given the opportunity of seeing the day to day work of the Authority with emphasis on any aspect with which they were particularly interested.

The following W.H.O. Fellows arrived in Liverpool under arrangements made by the Ministry of Health:—

Mr. J. T. Wah, an Inspector from Liberia, from 31st March to 12th April, 1969.



Mr. M. R. Balarabe, Port Health Inspector from Lagos, 8th to 26th September, 1969.

Dr. A. V. H. Mahneke, National Health Service Copenhagen, 17th and 18th September, 1969.

Mr. K. S. Simonian, an Iraqi Port Administration Scholar, under arrangements made by the Iraqi Embassy, 20th to 29th August, 1969.

Mr. E. O. Mboya, Chief Health Inspector Nairobi, under arrangements made by the Association of Public Health Inspectors, 28th and 29th August, 1969.

Mr. K. Gnanakuru, a study fellow from Malaysia, under arrangements made by the Ministry of Overseas Development, 8th to 26th September, 1969.

### FOOD INSPECTION

The first full year of the implementation of the Imported Food Regulations which came into operation on August 1st, 1968, was completed at the end of 1969. The operation of the system of "undertakings" for containers of food (in which the importer undertakes to keep the container sealed until it reaches its destination) has worked very satisfactorily despite the ever increasing numbers of containers arriving from Eire and overseas. (See table below.) The biggest difficulty is speed of communication, and every effort is made to see that the receiving Authority get the information in time to enable them to inspect the contents of the containers. To this end arrangements have been made for inspectors to be on duty on Saturdays and early in the mornings. The certification of bulk lard in tanks has occasionally caused some difficulty particularly with consignments from the U.S.A., who stipulate that two certificates are necessary. Vessels arrive sometimes with one or the other missing and this leads to delay and frustration. It is hoped that a circular letter recently sent to all importers will produce an improvement.

Strange and exotic foods continue to arrive, destined mainly for the immigrant population. Some of them are still far from satisfactory and found to contain prohibited colours and preservative, insects and dirt.

**CONTAINERS OF FOODSTUFFS WHICH ARRIVED  
AT LIVERPOOL DURING 1969**

Month	From Overseas	From Eire
January ...	88	313
February ...	30 (Strike in U.S.A.)	84 (Strike in Eire)
March ...	59 (Strike in U.S.A.)	289
April ...	160	275
May ...	140	144
June ...	59 (Geest Lines left Liverpool)	329
July ...	52	352
August ...	33	407
September ...	50	516
October ...	50	391
November ...	89	417
December ...	78	373
Totals ...	888	3,890

**GROUNDNUTS IN SHELL**

Twenty-two consignments of this commodity comprised of 35,286 bags and 15 cases were imported during the year.

Samples were submitted to the City Analyst, with the request that they be examined for the presence of the toxic substance known as Aflatoxin.

Consignments relating to samples which were reported to contain Aflatoxin in excess of the tolerance limit of 0.05 parts per million were rejected.

The table which follows shows the details of this work in relation to the various countries of origin, and also sets out the manner of disposal of each of the rejected consignments.

Country of Origin	Quantity	Over or under tolerance limit	Action taken
Madagascar ...	400 × 28-lb. bags	Over	Re-exported to Rotterdam
	1,969 × 28-lb. bags	Under	Released
	1,969 × 28-lb. bags	Under	Released
	1,969 × 28-lb. bags	Under	Released
	1,969 × 28-lb. bags	Under	Released
	1,969 × 28-lb. bags	Over	Re-exported to Dunkirk
	1,969 × 28-lb. bags	Over	Re-exported to Marseilles

Country of Origin	Quantity	Over or under tolerance limit	Action Taken
Egypt ... ..	1,000 × 66-lb. bags	Under	Released
India ... ..	1,600 × 28-lb. bags 800 × 28-lb. bags	Under Under	Released Released
Brazil ... ..	2,000 × 56-lb. bags	Under	Released
China ... ..	15 × 100-lb. cases	Under	Released
Sudan ... ..	200 × 112-lb. bags 1,000 × 112-lb. bags	Under Under	Released Released
Senegal ... ..	2,725 × 28-lb. bags	Under	Released
Libya ... ..	1,000 × 28-lb. bags 4,000 × 28-lb. bags 1,800 × 28-lb. bags 2,720 × 28-lb. bags 1,000 × 28-lb. bags 2,800 × 28-lb. bags 400 × 28-lb. bags	Under Under Under Under Under Under Under	Released Released Released Released Released Released Released
	19 consignments = 30,948 bags and 15 cases	Under	Released
	3 consignments = 4,338 bags	Over	Rejected
	22 consignments = 35,286 bags	Total imports through Liverpool during the year 1969	

In addition three consignments of groundnut kernels and one of almonds in shell were sampled as follows:—

#### GROUNDNUT KERNELS

Country of Origin	Quantity	Over or under tolerance limit	Action Taken
China ... ..	4,030 × 112-lb. bags 680 × 112-lb. bags 3,000 × 112-lb. bags	Under Under Under	Released Released Released
<b>ALMONDS IN SHELL</b>			
Spain ... ..	300 × 28-lb. bags	Under	Released



### **CONTAMINATED LOOSE-COLLECTED GROUNDNUT KERNELS**

During the course of the year 109,803 lbs. of these kernels, contaminated as a result of their being spilled from torn bags, were rejected as being unfit for sale for human consumption, and were diverted for use as animal food.

### **DESICCATED COCONUT**

During the year 313 samples were taken, 281 from consignments arriving from Ceylon and 32 from Tonga. All these samples were found to be negative for Salmonella.

### **MEAT AND MEAT PRODUCTS**

In the following tables are details of consignments of unsound meat and meat products which arrived during the year and were dealt with under the Imported Food Regulation 1968.

Country of Origin	Vessel and date of importation	Consignment	Condition and Action Taken
Australia ... Via U.S.A.	<i>Colorado Star</i> 20.1.69	774 cartons frozen boneless mutton.	The cartons contained over 50% of scrap meat, some found to be decomposing and affected by Caseous Lymphadenitis. The consignment had been refused entry into U.S.A. The meat was re-exported to Norway.
Australia ... Via U.S.A.	<i>Freemantle Star</i> 25.2.69	1,118 cartons frozen boneless mutton (two consignments).	The cartons contained a large proportion of scrap meat. The consignments had been refused entry into U.S.A. 35 cartons were re-exported to Holland and 1,083 re-exported to Norway.
Australia ... Via U.S.A.	<i>Lions Gate</i> 1.3.69	95 cartons frozen boneless beef.	The cartons contained a large proportion of scrap meat and had been refused entry into U.S.A. The consignment was re-exported to Norway.
New Zealand ...	<i>Tongariro</i> 14.2.69	756 carcasses frozen ewes.	Full examination of the carcasses showed 3.5% to be affected by Caseous Lymphadenitis. 27 pieces of mutton weighing 216-lbs. were rejected and released for industrial purposes.
Australia ...	<i>Ionic</i> 12.11.69	602 carcasses frozen wethers.	Full examination of the carcasses showed 5.6% to be affected by Caseous Lymphadenitis. 34 pieces weighing 426-lbs. were rejected and released for industrial purposes.
Paraguay ...	<i>St. Merriel</i> 17.11.69	453 cases beef powder.	Six samples were submitted to the Public Health Laboratory and were found to contain six types of <i>Salmonella</i> organism. The consignment was rejected and is awaiting disposal.
Argentina ...	<i>St. Merriel</i> 18.11.69	389 cases soup stock.	Six samples were taken, one of which was found to contain two types of <i>Salmonella</i> organism. The consignment was resampled by code mark and 72 cases were rejected. The balance was released.

# IRREGULARITIES IN CONNECTION WITH OFFICIAL CERTIFICATE PROCEDURE

25

Country of Origin	Vessel and date of importation	Consignment	Details of Infringement and Action Taken
New Zealand ...	<i>Zealandic</i> 2.2.69	50 drums dried beef tea granules.	No official certificates were attached to the drums. After consultation with the Ministry of Agriculture, Fisheries and Food the consignment was released.
Denmark ...	<i>Sibonga</i> 23.3.69	3,500 cartons canned pork and beef luncheon meat.	The official certificates on the cartons did not bear an approved Establishment number. The consignment was intended for shipment to U.S.A. but was diverted here following damage caused by bad weather in the North Sea. 27,120 tins were rejected as unfit for human consumption and were destroyed. The remainder was returned to Denmark after consultation with the Ministry of Agriculture, Fisheries and Food.
Argentina ...	<i>Raphael</i> 22.5.69	1,000 cartons canned corned beef.	The official certificates on the cartons bore the Establishment No. 16 which was removed from the approved list of Establishments on 14th May.
	<i>Glenmoor</i> 22.5.69	89,000 cartons canned corned beef.	As the goods were bacteriologically sound and had left Argentina before 14th May, they were released.
U.S.A. ...	<i>Anina</i> 24.5.69	4,712 tons bulk lard in two ships tanks.	No official certificates were attached to the two tanks. The lard was discharged into land tanks and detained until the appropriate certificates were received on 28th May when the consignment was released.

Country of Origin	Vessel and date of Importation	Consignment	Details of Infringement and Action Taken
Hamburg Germany	... Aztec 22.7.69	200 tons bulk lard.	Although certificates were produced in respect of the tank cars there was no bulk certificate relating to the ship's tank, indicating the position and state or cleanliness of the tank.  Following discussion with the Ministry of Agriculture, Fisheries and Food, who telephoned the Authorities in Germany, the lard was released.
Argentina	... Oswestry Grange 13.9.69	6,000 cartons canned corned beef.	The consignment arrived after 12th September, the date of withdrawal of recognition of Argentine Establishment No. 2012A. The Ministry of Agriculture, Fisheries and Food were informed and after bacteriological sampling showed the meat to be satisfactory, the consignment was released.
Argentina	... Rio Araya 29.9.69	4 casks casings.	The casks bore an official certificate with an Establishment No. which was not on the approved list. The appearance of the casks gave the impression that some considerable time had elapsed since the date of production. The consignment was re-exported to Antwerp.
Paraguay	... Tove Lindinger 7.11.69	339 cases beef powder.	No official certificates were attached to the cases. Six samples were taken and found to contain six types of Salmonella organism. The consignment was rejected and is awaiting disposal.
South Africa	... Clan MacLeod 20.11.69	47 cases meat flavouring.	No official certificates were attached to the cases. The consignment was rejected and is awaiting disposal.

### PASTEURISED CANNED HAMS

These hams continued to arrive in Liverpool having been conveyed and stored under non-refrigerated conditions, in spite of advice on the label to store properly in refrigerated conditions. There was, however, some reduction in the number of hams found to be unfit for human consumption.

The following were unsound and rejected:—

*From Holland*                      181 tins totalling 2,170 lbs.  
*From Yugoslavia*                100 tins totalling 931 lbs.  
*From Denmark*                 7 tins totalling 93 lbs.

### BULK LARD

A total of 184 consignments of bulk lard came to the port this year, as follows:—

	From U.S.A.	From Europe
Number of Ships	12	37
Number of Consignments	83	101
Tonnage	41,853	20,813

### IMPORTED EGG AND EGG PRODUCTS

The following table gives details of consignments which contain egg:—

Country of Origin	Consignments	Findings	Action Taken
Australia ...	10 consignments frozen egg = 21,245 tins	183 samples negative. Passed alpha-amylase test.	Released
China ...	7 consignments dried whole egg = 800 cases	No salmonella	Released
Hong Kong ...	1 consignment preserved duck eggs = 29 cases	No salmonella	Released
	1 consignment egg noodles = 202 boxes	No salmonella	Released

Country of Origin	Consignment	Findings	Action Taken
U.S.A....	10 consignments dried egg albumen = 463 cases	No salmonella	Released
	1 consignment dried egg albumen = 147 cases	Sal. Braenderup (sampled by marks)	137 cases released. 10 cases detained and re-pasteurised.
	1 consignment dried egg albumen = 220 cases	Sal. St. Paul (sampled by marks)	200 cases released. 20 cases detained and re-pasteurised.

## CRUSTACEA

The following table shows details of imports of prawns and shrimps during the year:—

Country of Origin	No. of consignments	No. of packages	Findings	Remarks
Chile ... ..	7 1	4,200 550	Satisfactory Unsatisfactory	Released Released after warning letter sent to importer. Examined at Grimsby. Examined at London.
Canada ... ..	1 2	2,700 2,010	Satisfactory —	Released Examined at Grimsby
Hong Kong...	1	140	Satisfactory	Released
Indonesia ... ..	1	10	Satisfactory	Released
Japan ... ..	114	22,890	Satisfactory	Released
Liberia ... ..	1	42	Unsatisfactory	Released after warning letter sent to importer
Malaysia ... ..	2	524	Unsatisfactory	Rejected and re-exported
Totals ... ..	154	37,809		

FRUIT AND VEGETABLES

Country of origin	Vessel and date of importation	Consignment	Amount Found to be Decomposing	Percentage Rejected and Destroyed
Chile ... ..	<i>Orcoma</i> 19.3.69	28,150 crates melons 40-lbs. each	1,421 crates = 56,840-lbs.	5%
Chile ... ..	<i>Carapaxi</i> 30.4.69	26,303 crates melons 40-lbs. 3ach	3,256 crates = 130,240-lbs.	12.4%
Chile ... ..	<i>Oroya</i> 9.5.69	25,974 crates melons 40-lbs. each	3,549 crates = 141,960-lbs.	13.7%
Chile ... ..	<i>Orita</i> 2.6.69	4,392 crates melons 40-lbs. each	1,576 crates = 63,040-lbs.	35.9%
South Africa ... ..	<i>S. A. Trader</i> 18.6.69	1,000 pockets onions weighing 28,000-lbs. (Deck Cargo)	Total consignment	100%



### DAMAGED CARGOES

*" Monte Umbe " from Canary Islands 20.1.1969*

During the voyage from the Canary Islands to Liverpool, the vessel encountered heavy weather, causing the vessel to roll and pitch violently. The cargo of tomatoes and cucumbers, which were stowed on pallet boards, shifted, causing a large quantity of these goods to be badly crushed with resultant decomposition.

Following examination the following amounts were found to be unsound:—

Arrived	Unsound
97,078 boxes and cartons tomatoes	4,753 weighing 57,036-lbs.
9,699 boxes and cartons cucumbers	92 weighing 1,196-lbs.

The unsound portion was rejected and sent to a local tip.

*" Sibonga " from Copenhagen 23.3.1969*

This vessel had on board 3,500 cartons of canned pork luncheon meat, 24 × 12oz. tins per carton. During the voyage, the ship experienced very bad weather which caused some heavy cargo to come adrift in the hold. As a result some of the cartons became damaged and the tins were badly crushed and burst. Selection was made on the quay and the owners requested permission to sell the sound tins in the United Kingdom. As the establishment in Denmark from which the tins came was not on the approved list, permission was refused.

2,100 cartons and 10 bags (60 tins each bag) were re-exported to Denmark and the balance amounting to 27,120 tins, weighing 20,340-lbs. was rejected and destroyed.

*" Dunster " from Bombay 4.7.1969*

This vessel discharged 235 packages of Indian foodstuffs which included 110 cases of papads and 36 bundles of dried tamarinds, weighing 1,152-lbs.

The papads had been damaged by insect infestation but were allowed to go forward to London for further examination and sorting under the supervision and with the consent of the local medical officer of health.

In addition to being damaged by insects, the tamarinds were dirty and had been wrapped in old newspapers which had become sticky and inextricably mixed with the tamarinds. They were, therefore, rejected and destroyed.

*" Compass Spirit " from U.S.A. 16.7.1969*

When this ship started discharge of cargo consisting of 33,600 bags of Pea Beans and 4,000 cartons of lard, it was noticed that a large number of the bags of beans were wet, stained and torn, and a considerable number of the cartons of lard were partially melted, dirty and torn. Sorting and cleaning was carried out on the bags of beans in local warehouses and finally 153 bags weighing 18,673-lbs. and 43,043-lbs. of loose beans were rejected and disposed of for animal feeding.

The lard was carefully examined, put into clean cartons where necessary, and 22 cartons weighing 616-lbs. were destroyed.

### **CANNED GOODS**

*" Fourah Bay " from West Africa 15.6.1969*

Included in the cargo of the above vessel was a consignment of 7,377 cartons of canned evaporated milk, which had been exported from the United Kingdom. Examination showed the milk to be discoloured and the tins to be considerably etched internally.

The consignment was detained and samples sent to the City Analyst who reported the presence of excessive tin to the extent of 160 to 440 parts per million and in his opinion the milk was unfit for human consumption. The consignment was therefore rejected.

Despite representations from the importers and further sampling to code marks, the whole consignment consisting of 708,192 tins, weighing 265,582-lbs. was destroyed.

*" Glenmoor " from India 24.11.1969*

A consignment of 150 cartons of canned shrimps showed a large percentage of " blown " tins and it was detained. Samples of the apparently sound tins were submitted for bacteriological examination and the laboratory report stated that a profuse growth of spore bearing anaerobic bacilli had been isolated.

The consignment, which totalled 2,700 tins weighing 5,062-lbs., was rejected and destroyed.

### **IMPORTATIONS OF FOOD OTHER THAN FOR HUMAN CONSUMPTION**

812 consignments comprising 809,716 packages of frozen raw material (meat and offal) were imported during 1969, and were delivered to approved processors to be sterilized prior to sale as pet food.

These figures include packages of Ground Kangaroo Meat.

None of the consignments presented any outstanding difficulty during the course of the year.

### EXCHANGE OF INFORMATION

Information concerning positive findings, following examination of imported food, was circulated to other seaports and copies sent to the Department of Health and Social Security and the Ministry of Agriculture, Fisheries and Food.

Quarterly returns are made to the Ministry of Agriculture, Fisheries and Food giving full details of unsound meat and meat products and also of contraventions of the Official Certificate procedure.

The following table shows the total quantities of unsound foodstuffs either destroyed or utilised under supervision during the year 1969:—

	Tons	Cwts.	Qrs.	Lbs.
Beef, Mutton, Pork and Veal ... ..	28	9	—	1
Canned Goods ... ..	341	11	—	—
Fruit and Vegetables ... ..	515	18	2	13
Cereals ... ..	260	17	8	14
General (Lard, Coconut, Butter, etc.) ...	239	16	3	2
<b>Total ... ..</b>	<b>1,386</b>	<b>14</b>	<b>2</b>	<b>2</b>

### Samples related to imported food

#### *Submitted to Public Health Laboratory Service*

Beef powder ... ..	12
Corned beef, canned ... ..	31
Desiccated Coconut ... ..	313
Duck eggs, preserved ... ..	1
Egg Noodles ... ..	1
Egg, dried whole ... ..	40
Egg, dried albumen ... ..	61
Egg, frozen whole ... ..	183

Prawns and Shrimps, frozen	...	...	...	...	89
Shrimps, canned	...	...	...	...	9
Soup stock	...	...	...	...	26

*Submitted to City Analyst*

Apples, fresh	...	...	...	...	...	1
Apricots, dried	...	...	...	...	...	1
Almonds in shell	...	...	...	...	...	1
Biki, canned	...	...	...	...	...	1
Bean curd	...	...	...	...	...	3
Chilli powder	...	...	...	...	...	3
Chilli pickle, bottles...	...	...	...	...	...	1
Chilli sauce, bottles	...	...	...	...	...	4
Chilli in oil, bottles	...	...	...	...	...	1
Clam sauce, bottles	...	...	...	...	...	1
Chicken, canned	...	...	...	...	...	2
Curry powder	...	...	...	...	...	1
Duck, canned...	...	...	...	...	...	1
Evaporated milk	...	...	...	...	...	9
Flour	...	...	...	...	...	3
Fruit drink powder, cartons	...	...	...	...	...	1
Groundnuts in shell	...	...	...	...	...	22
Groundnut kernels	...	...	...	...	...	3
Groundnut oil, bulk...	...	...	...	...	...	1
Guara jelly, glass jars	...	...	...	...	...	1
Grapefruit juice, canned	...	...	...	...	...	1
Hoi Soi sauce, canned	...	...	...	...	...	1
Lard, bulk	...	...	...	...	...	2
Mango chutney, bottles	...	...	...	...	...	1
Mango juice, canned...	...	...	...	...	...	3
Mango slices, canned	...	...	...	...	...	2
Mango pulp, canned	...	...	...	...	...	1
Oyster sauce, canned	...	...	...	...	...	1
Orange juice, canned	...	...	...	...	...	1
Onion powder	...	...	...	...	...	1
Onion kibbled	...	...	...	...	...	1
Pilchards, canned	...	...	...	...	...	3
Prawns, canned	...	...	...	...	...	1
Raisins...	...	...	...	...	...	1
Sultanas	...	...	...	...	...	1
Strawberries, canned	...	...	...	...	...	1
Soya Sauce, bottles	...	...	...	...	...	1
Sweetened fat, cartons	...	...	...	...	...	1
Tea (instant), cartons	...	...	...	...	...	1
Tinda, canned	...	...	...	...	...	1
Tomatoes fresh	...	...	...	...	...	1
Red pepper	...	...	...	...	...	1

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ANDREW B. SEMPLE,  
Medical Officer of Health,  
Liverpool Port Health Authority.





